

WEBSTER'S  
DICTIONARY.  
SIX DOLLARS ONLY.  
AT  
The Hongkong Telegraph,  
Office.

# The Hongkong Telegraph

ESTABLISHED 1881.

THE UNITED ASBESTOS  
ORIENTAL AGENCY.

Sole Agents for the  
UNITED ASBESTOS COM-  
PANY, LTD. LONDON.  
DODWELL, CARLILL & CO.,  
General Agents.

NEW SERIES NO. 1006. 日八廿月七四十二精光

TUESDAY, SEPTEMBER 13, 1898.

二年禮

號三十月九英港香

THIRTY DOLLARS  
PER ANNUM.

## Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.  
ESTABLISH 1880

SUBSCRIBED CAPITAL ..... Yen 13,000,000  
PAID-UP CAPITAL ..... 9,000,000  
RESERVE FUND ..... 6,660,000

Head Office:—YOKOHAMA.

Branches and Agencies:  
KOBE NEW YORK  
LONDON LYONS  
SAN FRANCISCO HONOLULU  
BOMBAY SHANGHAI

LONDON BANKERS:—THE LONDON JOINT STOCK BANK, LTD.  
PARKS' BANK, LTD.  
THE UNION BANK OF LONDON, LTD.

HONGKONG AGENCE:—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent  
per Annum on the daily balance.

On fixed deposits for 12 months at 5 per cent.

" " 6 " 4 "  
" " 3 " 3 "  
S. CHOY, Agent.

Hongkong, 11th March, 1898. [382]

THE NATIONAL BANK OF CHINA,  
LIMITED.

Authorised Capital ..... £1,000,000  
Paid up Capital ..... £ 324,374

HEAD OFFICE:—HONGKONG.

Court of Directors:—  
D. Gillies, Esq.  
J. T. Lauds, Esq. Chow Tang Shang, Esq.  
Chan Kit Shan, Esq. Kwan Ho Chuen, Esq.  
Chief Manager, G. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.  
On Current Account, Daily Balances 2 per  
Cent. per Annum.  
Hongkong, 10th November, 1898. [383]

HONGKONG AND SHANGHAI  
BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000  
RESERVE FUND ..... \$ 9,000,000  
RESERVE LIABILITY OF PROPRIETORS ..... \$10,000,000

Court of Directors:—  
Hon. J. J. BELL-IRVING—Chairman.  
R. M. GRAY—Deputy Chairman.  
C. Bernmann, Esq.

David Gabbay, Esq. R. L. Richardson, Esq.  
A. Haupt, Esq. P. Siches, Esq.  
A. McCosackie, Esq. R. Stewart, Esq.  
A. E. Raymond, Esq. N. A. Sleb, Esq.

Chief Manager:  
Hongkong—T. JACKSON, Esq.  
MANAGER:

Shanghai—J. P. Wade GARDNER, Esq.  
LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of a per Cent,  
per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:  
For 3 months, 2½ per Cent. per Annum.  
For 6 months, 3½ per Cent. per Annum.  
For 12 months, 4 per Cent. per Annum.  
T. JACKSON,  
Chief Manager.

Hongkong, 15th August, 1898. [6]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.

INTEREST on deposits is allowed at 3½ PER  
CENT. per annum.

Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT AT 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
T. JACKSON,  
Chief Manager.

Hongkong, 1st August, 1898. [10]

THE CHARTERED BANK OF INDIA,  
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE—LONDON.

CAPITAL PAID-UP ..... £800,000  
RESERVE LIABILITY OF SHAREHOLDERS ..... £800,000  
RESERVE FUND ..... £450,000

INTEREST ALLOWED on CURRENT  
ACCOUNT at the rate of a per cent. per  
annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 per cent.

" " 6 " 3½ "

" " 3 " 2½ "

T. H. WHITEHEAD,  
Manager, Hongkong.

Hongkong, 21st May, 1898. [31]

MITSUI BUSSAN KAISHA  
No. 6, Ice House Street, Praya Central.

Head Office:—TOKIO.  
Branch Offices:—

LONDON, NEW YORK, BOMBAY,  
SINGAPORE, SHANGHAI, TIENTSIN,  
NEWCHWANG and all Ports in JAPAN.

Agents:—

Meiji Coal Mines,  
Ohanaw Coal Mines,  
Kanada Coal Mines.

Tokyo Marine Insurance Co., Limited,  
Imperial Government Paper Mills, Japan,  
Cotton Cleaning and Wdg. Co., Shanghai,  
Onoda Cement Company, Japan.

Kanegafuchi Cotton Spinning Mill, Japan.  
The Milke Cotton Spinning Mill, Limited,  
Tokyo Cotton Spinning Mill, Japan,  
Hayashi Clock Factory,  
Hongkong, 11th December, 1898. [45]

## Intimations.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(10)

FOR	STREAMERS	CAPTAINS	TO SAIL	REMARKS
STRAITS, &c.	Verona	S. Barcham	About 15th Sept.	Freight only.
SHANGHAI	Coronado	F. N. Tillard	About 16th Sept.	Freight or Passage.
JAPAN, &c.	Canton	D. C. Gregor, R.N.R.	About 16th Sept.	Freight or Passage.
LONDON, &c.	Sulky	A. Symons	Noon, 17th Sept.	Freight or Passage.
JAPAN	Rosita	E. P. Bishop	5 P.M., 17th Sept.	Freight or Passage.
LONDON	Socota	T. H. Hide, R.N.R.	About 20th Sept.	Freight only.
LONDON	Martia	R. L. Haddock, R.N.R.	About 20th Sept.	Freight or Passage.
(Passing through the Inland Sea). [10] (See Special Advertisement).				

For Further Particulars apply to

H. A. RITCHIE, Superintendent,

Hongkong, 12th September, 1898.

[15]



ROS BACH,  
THE BEST NATURAL TABLE WATER IN THE WORLD.

Invaluable for dyspepsia and indigestion.

"Remarkably free from organic impurities. Its flavor is decidedly more agreeable than that of any Mineral Water which I have ever tasted. It is unquestionably the best of its kind."

TELEPHONE

75.

Sir CHARLES CAMERON, MD, F.R.C.S.I.

Spring at Rosbach near Homburg.

For case of 50 bottles ..... \$11.00  
do. 50 4-bottles ..... 9.50

CALDBECK, MACGREGOR & CO., Sole Agents.

15, Queen's Road.

Hongkong, 12th September, 1898.

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# THE HONGKONG TELEGRAPH, TUESDAY, SEPTEMBER 13, 1898.

## Today's Advertisements.

NURSES' MEMORIAL FUND.

**T**HIS Undersigned begs to notify that the SUBSCRIPTION LIST will CLOSE on THURSDAY, the 15th instant, and that a MEETING of the SUBSCRIBERS will be held in the CHAMBER OF COMMERCE ROOM, City Hall, on SATURDAY, the 17th instant, at 12.30.

T. JACKSON,

Hon. Treasurer.

Hongkong, 13th September, 1898. [1096]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

**S**HAREHOLDERS are hereby informed that a GENERAL MEETING will be held in London recently an INTERIM DIVIDEND of 3 PER CENT. was declared on the COMPANY'S PREFERENCE SHARES for the six months ending 10 June, this being at the rate of 6 PER CENT. per Annum.

The DIVIDEND WARRANTS will be ready on the 1st October.

The TRANSFER BOOKS of the Company will be CLOSED on the 28th instant to 1st proximo (both days inclusive).

HOLIDAY, WISE & Co., Agents.

Hongkong, 13th September, 1898. [1097]

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship "LIV."

will be despatched at above TO-MORROW, the 14th instant, at 12 M.

For Freight, &c., apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 13th September, 1898. [1098]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

THE Company's Chartered Steamship

"KONGKENG,"

Captain Joslin, will be despatched for the above Ports, on THURSDAY, the 15th instant, at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 13th September, 1898. [1098]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR CHEFOO AND TIENSIN VIA SWATOW.

THE Company's Steamship

"KWONGSANG,"

Captain Stalke, will be despatched as above on THURSDAY, the 15th instant, at 2 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 13th September, 1898. [1098]

FOR KOBE.

THE Steamship "TAIWAN MARU," will be despatched for the above port on FRIDAY, the 16th instant, at 12 P.M.

For Freight, apply to

DODWELL, CARLILL & Co., Agents.

Hongkong, 13th September, 1898. [1097]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KOBE (DIRECT).

THE Steamship "MENMUIR," Captain McArthur, will be despatched as above on MONDAY, the 19th instant.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 13th September, 1898. [1098]

NOTIFICATIONS.

DAKIN, CRICKSHANK & COMPANY, VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA-WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MASSES and other Large Consumers.

My complaints should be addressed to the Manager.

Hongkong, 1st March, 1897. [1098]

AN APPEAL.

THE SUPERIORRESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies' and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiorress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 2nd April, 1898. [1098]

FOR SALE.

A PAMPHLET containing the Series of Articles by the Telegraph's Special Correspondent entitled

"HINDRANCES TO THE DEVELOPMENT

"OF TRADE IN KWANTUNG

"AND KWANGSI."

Also

The new TRANSIT PASS-RULES, providing for the sale of goods *en route* to inland markets.

PRICE, 50 CENTS PER COPY.

"HONGKONG TELEGRAPH,"

Office,

No. 6, Pedder's Hill.

Hongkong, 18th March, 1898. [1098]

## Intimation.



**A. S. WATSON & CO.,  
LIMITED.**

MANUFACTURERS OF  
AERATED WATERS.

AERATED WATERS of our manufacture are sold throughout the Far East and are invariably preferred on account of their excellence.

ABSOLUTE PURITY is guaranteed. The best materials only are used.

THE PRICES are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

SIR EDWARD FRANKLAND, K.C.B., D.C.L., F.R.S., P.C.S., &c. the greatest living authority on Water, reports as follows on the water-as prepared and used by us in our manufacture:-

"It possesses an extremely high degree of organic purity and is of most excellent quality for drinking."

During the Summer Months, all AERATED WATERS should be kept in a cool place, preferably in an ICE CHEST or REFRIGERATOR, until required for use. The Bottles should be stored with the necks downward so that the corks are covered by the water. This will prevent an escape of gas taking place and rendering the waters more or less flat.

A. S. WATSON & CO., LTD.  
THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

Hongkong, 5th September, 1898. [1098]

WITHDRAWAL OF BRITISH TROOPS FROM KHARTOUM.

The British troops are leaving Khartoum and returning northward as quickly as transport permits.

TYphoon WARNING.

HONGKONG, TUESDAY, SEPTEMBER 13, 1898.

NOTES AND COMMENTS:

Once more have the Anarchists been guilty of the perpetration of a crime at which the whole of the civilized world revolts in horror, and this time they have not struck at a reigning monarch directly, but have stooped to the dastardly expedient of murdering his consort. Unable, or fearing to attack the Emperor of Austria in person, the Anarchists, through their tool LUCHEZ, have cruelly done to death one of the most popular and best beloved ladies of Europe, not for any crime of which she has been guilty, nor for any personal dislike of her, but simply to strike terror into the hearts of their rulers by thus wielding their unseen power for the destruction of all law and order, the sweeping away of all class distinctions, the abolition of all that is best and noblest in the land, and the establishment of a reign of terror and bloodshed such as could not otherwise than result from the ascendancy of the brutal and criminal Anarchist Party.

The Empress ELIZABETH AMALIE EUGENIE was the daughter of the Duke MAXIMILIAN-JOSEPH of Bavaria and was born on 24th December, 1837. She was married to FRANCIS JOSEPH I, Emperor of Austria and King of Hungary, on 24th April, 1854, the children of the marriage being the Archduchess Gisela, born on 12th June, 1856, and married to Prince LUDVÍK of Bavaria on 20th April, 1873, and the Archduchess MARIA VALÉRIA, born on 24th April, 1868, and married to FRANCIS SÁVYOSI, Archduke of Austria-Tuscany on 31st July, 1890. The only son of the Emperor and Empress, Prince RUDOLPH committed suicide on 31st January, 1889, the Emperor's brother, the Archduke CHARLES Louis becoming heir, but relinquishing his claim to the throne in favour of his son, the Archduke FRANCIS FERDINAND. The Empress ELIZABETH was well known in England and was universally respected and admired. She was a daring rider and noted as the best horsewoman amongst the sovereigns of Europe. She has frequently visited England and Ireland for hunting, and will be sincerely mourned in both Kingdoms.

From the fact that the murder of the Empress ELIZABETH took place in Geneva, in Switzerland, it is evident that it was the result of a preconceived plot for her assassination, and this fact shows how necessary it is that efficient steps should be taken for the guarding of the crowned heads of Europe against the dastardly attacks of these human fiends, who, being outcasts

of society, attempt to terrorize the whole of Europe for the accomplishment of their nefarious ends. Prince or President, it is all the same to them, they are both representatives of the constituted authority of the land and are therefore the objects of the knife or bomb of the Anarchist. Can nothing be done to exterminate these reptiles in human form? We crush the head of a cobra and consider that we have done a good action by ridding the earth of a creature that is dangerous to man, we do not wait for the cobra to strike first; but with the Anarchist it is different, he is as dangerous as the cobra and infinitely more cunning, concealing his designs from the public gaze, and yet, because he is a human being, he is allowed to go unharmed, preaching his murderous doctrine right and left and poisoning the minds of the discontented, and until he commits a crime we are unable to rid ourselves of his presence.

At the Magistracy to-day the owners of three licensed boats were fined \$3 for fourteen days for moving in front of the Connaught Road landing steps. For a similar offence two cargo boatmen were fined \$5 or fourteen days.

THE SECRETARY of the Chamber of Commerce informs us that his Chamber has been informed by the Government that quarantine restrictions on vessels sailing from Hongkong to Labuan or British North Borneo have been withdrawn.

WINGLE: "Why call it a toothbrush? You should say 'toothbrush' unless you happen to have one tooth." Wangle: "Nonsense; one does not say 'sheothbrush'." Wingle: "No; because he brushed but one shoe at a time." Wangle: "But what about a 'hairbrush'?"

TOBACCO planters in Java view with alarm the heavy exports of that article from there. They dread a glutting of the market in Europe. Should Cuba and Philipine tobacco exercise a widespread disturbing influence, misfortune awaits the Java planters with every prospect of a crash.

THE Batavia Newsblad tells of a Chinese dairyman there who found that his cows had suddenly ceased to give milk. The cows being in good health, he suspected theft. On a watch being set, the thieves proved to be young pigs which came to suck the cows as they lay on the ground.

HERE is a Russian story. A young widow paid a costly sum to her late husband, and inscribed upon it, "My grief is so great that I cannot bear it." A year or so later, however, she married again, and feeling a little awkwardness about the inscription, she solved the difficulty by adding one word to it, "alone."

ACCORDING to a report emanating from St. Petersburg, arrangements have been made for the early recall of M. Pavloff from the scene of his diplomatic labours as Russian Minister at Peking. We may point out, however, that M. Pavloff is only Chargé d'Affaires. The former Russian Minister to China, Count Cassini, has been promoted to the Washington Embassy and M. de Clerc, a relative of the late Chancellor, succeeds Count Cassini. M. Pavloff has been promoted to be Minister to Brazil.

FEUTER'S MESSAGES.

MURDER OF THE EMPRESS OF AUSTRIA.

LOHNO, September 10th.

An Italian anarchist, named Lucchesi, murdered the Empress of Austria with a stiletto in the streets of Geneva on Saturday.

September 11th.

The Empress of Austria was stabbed in the bosom by a rider triangular file whilst proceeding to the steamboat pier from the Hotel.

The Empress was at first unaware that she was wounded and imagined it was simply an attempt to steal her watch. She died in about three hours. Intense excitement reigns in Vienna where it is believed the crime is the outcome of an anarchist conspiracy.

MR. HILLIS, of the firm of Bagnall Hillis, of Yokohama, Japan; whose firm has a branch at Manila, has been interviewed as to the electrical possibilities of the Philippine Islands. He says that the commercial possibilities and native resources of the Islands are almost unbounded. His firm has installed a central electric lighting station in Manila which supplies current for 12,000 incandescent and 260 arc lamps. There are about 720 miles of telegraph in the Islands, and 70 miles of steam railways. Manila has also a telephone system. The conductors are all overhead lines carried on poles with porcelain insulators.

MR. CRAWFORD, the Minister for the Colonies, lately spoke in the House of Commons against spending money largely on Colonial defence. For instance, he has refused to make preparations for laying torpedoes at the entrances to the principal ports in Netherlands India. The Minister defended his policy by pointing out that this means of defence, to be of any use in time of war, will have to be supplemented by expensive fortifications. Such fortifications will require large garrisons. To furnish the garrisons, the standing army will have to be considerably increased. The Minister has no intention of doing anything of the kind.

THE Chinese are considered to be perhaps the most stupid race in the world; their mahogany-like visages seldom, if ever, betray emotion, pleasure or otherwise. But the exception was present at the Central Police Court, Sydney, when Ah or Low Gee, 40, was charged with having insufficient lawful means of support. He walked to the front of the dock blinking like a little boy in a similar position, and when told that his case was remanded, Low Gee emitted such piteous howls as to cause his instant removal from the court, his departure being punctuated by cries of "Silence, Silence," for the attendant public were inclined to be disturbed. It turned out that some joker had informed the unfortunate celestial that he would be hanged.

FOR STEALING A PILLOW AND A COOLOO TO-DAY WAS SENT TO GAOL FOR FOURTEEN DAYS.

A COOLOO was fined \$10 or one month for trespassing on Government House grounds.

FOR FELONIOUS ENTERING A HOUSE AND STEALING CLOTHES A COOLOO TO-DAY WAS SENT UP FOR FOUR MONTHS.

DURING THE WEEK ENDING 10TH SEPTEMBER THERE WERE NO CASES OF COMMUNICABLE DISEASE REPORTED IN THE COLONY.

A FINE OF \$15 OR SIX WEEKS WAS IMPOSED ON A WING-OCK STREET SHEPHERD TO-DAY FOR PICKING GOODS ON THE SIDEWALK.

FOR UNLAWFULLY LEAVING THE EMPLOY OF HIS MASTERS, MR. F. BEDFORD, OF THE WESTERN HOTEL, A COOLOO WAS SENT TO GAOL FOR TWENTY-EIGHT DAYS.

THREE MONTHS WERE AWARDED A COOLOO TO-DAY FOR BRINGING ANOTHER COOLOO INTO

# THE HONGKONG TELEGRAPH, TUESDAY, SEPTEMBER 13, 1898.

## CANTON NOTES.

(From our own Correspondent.)

Canton, September 12th.

There are some big "moves" on respecting means of developing the growing trade on the West River. I fear that the *Lungshang* and *Lungkhang* are to be taken off the Canton-Wuchow route and replaced by much faster and lighter steamers built by the Hongkong and Whampoa Dock Company. The two "Longs" will soon be put on the Canton-Macao route via the *Whatecloud*, which is to be sold. Thus the China Merchants' steamer on this run will soon have to face pretty hot competition.

I am very sorry to report that Captain S. W. Goggin, the genial and popular Commo. of the Steamboat Co.'s fleet, is very unwell and has been obliged to take to his bed. In his stead Captain W. E. Clarke now commands the speeds yacht-like *Hawke*, with Mr. Webster as his Chief Officer. It goes without saying, therefore, that the *Hawke's* enviable reputation, of being as clean as a new pin, will be kept up, for Chief Webster is still as evident there. Mr. Jones has been promoted to the temporary command of the *Huangshan*, vice Capt. Clarke, who has called to Hongkong.

Very serious trouble is likely to arise in this district before long and the British Consul (Mr. Mansfield) has called a

MEETING IN THE THEATRE.

to consider ways and means for the defences of the Shamian. The meeting, which is to be held to-morrow, is called, I believe, with a view to being prepared for emergencies. This is a wise step and the only wonder is that arrangements were not long ago made for the proper protection of the Settlement. Probably the main cause of apprehension is to be found in the fact that the old Viceroy as soon as he is removed from Peking—but could not resign but would be allowed two men's leave, abandoned about 2000 of his provincial troops—wrote to each man two dollars only and ordering them to "go home." This is the kind of tanks Chinese soldiers get for fighting against rebels. They are very angry and have determined to "take it out" of the district. The result is that armed bands are prowling about the districts robbing and murdering in every direction, and many of them have seized boats and make political raids, even in the harbour at Canton. Surely one means of providing for these peoples would be to have one or two gunboats (British and American in choice) anchored off the Shamian, whilst instead of the ancient armament in the warehouse houses at the bridges there should be machine guns and volunteers trained in the use of them.

The rebellion goes on space. More bad news is in from Hainan and Kwangsi. I learn that the Red and White Lily societies are very active and are being joined by millions of the *Hui* who are now very bitterly hostile against the Manchu dynasty because the Emperor has decreed that a large number of provincial officers are to be abolished and the services of many thousands of superfluous officials are to be promptly dispensed with. There is sure to be a great revolution in Central China soon and if John Bull is going to keep his word and prop up the ruling dynasty he will find it the largest order he has yet taken in hand.

SIR WILLIAM DES VŒUX ON THE SITUATION IN CHINA.

(To the Editor of "THE TIMES.")

Sir,—The fullest consciousness of the gravity of the situation for the Far East need not, I venture to think, cause unmixed regret that the differences between England and Russia with reference to the Chinese question have reached a critical point, and that what you rightly term a test case has been provided, the issue of which will show whether or not we are to be permanently excluded from all share in the development of Northern China. For such a point must evidently have been reached sooner or later, and, in this particular instance, now is far better than a few years hence, when the completion of the great Russian railway would place us in an incomparably worse position for facing the possible consequences of firmness. The facts of the case are such as to show clearly that Russia requires the exclusive exploitation of the portion of China to which she chooses to lay claim, and to put an end to that equality of opportunity which we are pledged to maintain. A railroad being desired by China to complete the connexion between Tien-tsin and Newchwang in a region where by far the larger portion of the foreign trade is British, the Government had freely entered into a contract with a British firm for a loan to supply the necessary funds. To this Russia objects, and insists that such a loan, if raised at all, should come from herself. According to your usually well-informed correspondent, Sir Claude Macdonald, an English official has intimated to the Chinese Government that this pretension on the part of Russia is one which England will not tolerate; and just after this information, and presumably with knowledge of it, the Russian Minister has reiterated and emphasized his demands. If this latest instance of Russia's "audace et tout-joue audace" is to succeed, and our apparently determined attitude proves before Vox et puer erat nihil, then in deed may we abandon all hope of having any share in the development of Northern China. With China thus liable to be completely under the control of Russia, and with the knowledge furnished by previous experience of what the Chinese Government can do in the way of obstructing the fulfilment of its engagements, we could have no certainty about any concessions obtained from it, even those ratified by Imperial decree, one of which received such prominent mention in recent Ministerial speeches. Bearing in mind, moreover, that Russia is apparently acting in concert with France, we may take it for granted that H. England gives way in this case another critical position will quickly be reached with reference to Southern China, and that similar opposition, which unless we are at last induced to stand firm is likely to be equally successful, will be directed, not only to the railway from Burma to the Yangtze, of which Mr. Colquhoun in his recent book has shown the paramount importance, but even to the short line (reputed to have already caused anticipatory objections on the part of France) between Hongkong and Canton—that is, between a British possession and a city the foreign trade of which for more than a century has in all but a very small proportion been British.

As it is in respect of a railway that the present difference has occurred with Russia, it may not be inappropriate to say a few words of the general conduct of railway enterprises in China by way of comment, upon Lord Salisbury's recent remarks. He has told us in effect that we may regard with equanimity "the bestowal of unprofitable concessions upon our rivals and neighbours," thereby apparently implying that some, if not most, of the concessions already reported as granted are likely to be unprofitable. Now I have heard of no railway concessions in China which under fair conditions are in the least likely to prove unprofitable; and I go further and venture to say that there has been published no project of a railway, in however inchoate a stage—not even that for a line between Burma and the Yangtze, the special object of Lord Salisbury's depository,

which, if carried out, is likely to prove unprofitable. Without occupying your space with particulars I am bold to say that all the railways for which concessions have been already obtained, as well as those for which concessions are being sought, pass through more or less densely populated districts, while most of them have the additional advantage that they either have at their terminus or pass through country abounding in mineral wealth. It is true that the people of China are poor; but, as shown by the rates of wages, they are, on the whole, better off than the people of India; and we have in the latter country a striking proof that where population is dense its extreme poverty does not preclude profit from railroads. For, as a matter of fact, the Indian railroads, as paying nearly 5 per cent. on the capital invested in them, are more profitable than those of any other country; and this, though the average of profit has been reduced by roads constructed for purely military purposes as well as by what is now acknowledged to be an unnecessarily expensive width of gauge. Against the view that conservative objections on the part of the Chinese are likely to prevent general use of the railways by passengers, we may remember that similar objections were at one time equally pronounced in India, and we have the still more pertinent fact that the only existing Chinese line in full work—the Peking-Tientsin— notwithstanding the many superstitions and other obstacles which impeded the undertaking at the commencement, is now being very largely used by the population. When it is further considered, that Mr. Colquhoun has forcibly shown, that the people of China, unlike those of India, are by nature traders and travellers, that scarcely any part of China is not far better supplied than India with valuable minerals, and that articles of commerce have in the past been carried by these determined traders for immense distances over country unpaved with anything deserving the name of roads, it is scarcely conceivable that railway enterprise in China, speaking generally, will not prove even more profitable than in India. As regards the Burma-Yangtze line, no doubt would pass through a difficult country; but, unless he was speaking of the Phamo route, I doubt extremely whether Lord Salisbury had warrant in describing it as "most impracticable." The mountainous barriers would no doubt necessitate large expense for construction; but there is no reason for supposing that the obstacles would be greater than those which have been successfully overcome both in Europe and America, and the question of future profit upon a high cost of construction depends on the resources of the countries to be served. While the terminus of the railway in Szechuan—itself an extremely rich and populous province—where, according to a Chinese proverb, "You will never see an ill-gessed man" and which, owing to difficulty of communication, is now practically cut off from the world for the greater part of the year, and with the improvement in the Yangtze navigation, which is now practically certain to be accomplished for other reasons, this railway would bring into contact the two largest populations in the world, each of which has abundant products destined by the other which only want of communication precludes them from interchanging. The line would no doubt pass through a comparatively poor country in Yunnan. But according to the best authorities this country, especially in the north, is not poor by nature, but became depopulated and impoverished during the 16 years ending in 1873 of the Mahomedan rebellion. Mr. Colquhoun and others, indeed, regard the province as really a very rich one, "with immense potentialities" as regards both mining and agriculture, and it can scarcely be doubted that only want of communication prevents it from being quickly repopulated from other portions of China. Even now, however, its estimated population of five to six million is greater than that of Canada, which provides almost the sole support of its great Intercolonial line. The Canadian Pacific passes through a country which is some hundreds of miles west of Ottawa is almost uninhabited, whilst its western end it has in the Rocky and Selkirk Mountains surmounted obstacles at least as great as, if not greater than, any which are likely to be encountered in Yunnan. It nevertheless pays interest on its cost, though, unlike the projected Chinese line, it has no enormous population either end. All things considered, the traffic of a Burma-Yangtze line, especially if it had a branch connecting it with the West River promises to be such as eventually to afford a handsome profit on any conceivable cost of construction; while, apart from its general value to India and the Empire, it would afford the only available means of properly developing the great natural wealth of Upper Burma.

I venture to think that if there ever could be a case for British expenditure on foreign territory it is here, and that the cost of survey and risk of guarantees would be far more than covered by increase of the national trade and income. Lord Salisbury objects on account of the absence of precedent; but the conditions of the Chinese problem are equally unprecedented, while the magnitude of the impending injury to our interests has rarely been surpassed. It is satisfactory to observe that notwithstanding their words the Government is apparently beginning to recognize this fact. For the support which it is now giving to a private enterprise is in itself, as far as I know, unprecedented, and yet it is not on that account less deserving of grateful recognition. Unless the signs of the times are being very wrongly read, the Government has in this matter the people of England at its back.

Your obedient servant,

WILLIAM DES VŒUX.

August 6th.

THE INDUSTRIOUS CHINAMAN.

The Special Correspondent of the *Daily Telegraph*, writing from Hongkong, lately deals with the labour question, which must early come to the front in the Philippines. He states—

There is only one Eastern race that can solve it. The Spaniards recognized the fact long ago, but the priest disliked the Chinaman because he was so irreligious. He went to Mass rather than go to goal or be publicly flogged from the island. The native served him because he would rather work than fight, and he inwardly despised the pair of them. Honest Juan de la Conception records that in 1662, when there was a pretty general massacre of the Mongols—who were inclined to rebellion with that very object—"the original intention of the Spaniards was to kill every Chinaman," but they desisted from the wholesale slaughter, "in view of the inconvenience which would have ensued from the want of tradesmen and mechanics." Just sixty years before there had been a massacre of the Chinese, one of many, which brought serious consequences; for when the Celestials were excommunicated, or nearly so, it was found that they were "the only industries, skillful, wealth-producing portion of the population." They are so to-day, and for that reason one anticipates that the experience of Singapore will be repeated at Manila. Your lazy Malay will recede before the Mongol, who has saved an apprenticeship of six generations to labour and can do everything. I shall never forget standing on a hill overlooking Kao-chow Bay, the new German possession, and seeing what Chinese industry can effect. The vineyard, perhaps, ten square miles of rugged country,

deeply scored by mountain torrents. Wherever a few yards, in some cases no larger than a kitchen floor, could be terraced out of the ravine or side of the hillock, it was done, and the whole landscape was like a garden for perfect tillage. These are the people who will make an earthly paradise of the Philippines, not the *dolts* for slaves, indolent natives. A curious turning of the tables if the Americans should invite the Celestials to quit the Pacific slope for Luzon and Mindanao!

## GREAT EASTERN AND CALEDONIAN GOLD MINING CO., LIMITED.

The following report has been received from the Manager at the mines per steamer *Minnow*:

Mount Macdonald,  
September 12th, 1898.

*Great Eastern Min.*—The drive north has been extended to 40 feet and we are now driving a fine solid reef of 3 feet width, which when broken shows good gold prospects.

*Caledonian Min.*—The drive is in 56 feet in very bad ground, but the country rock is becoming intermixed with stringers of quartz, a sign that we are nearing the reef.

*Bank of England.*—The shaft is down to 88 feet and the floor has sent the big reef clean into the hanging wall, whilst the footwall reef now crosses the shaft in a north-easterly direction. The latter reef is as rich as ever, showing gold by candle-light, but its direction will probably change again, in the next 20 feet. The contractors are making good headway and we shall descend to 100 feet, when we shall open out.

*Ritsa and Shihne Shajt.*—The contractors have not done much, owing to changing of waters, the shaft having reached the depth of 100 feet, but they of course only get paid for work done, which forms the great advantage over wages; we shall only have to go down another 15 feet before also driving here. The ground is very fine here and heavy veins of carbonates of lime are being the neighbourhood of gold gold.

*Zulu Shaft.*—We are busy sinking the well hole, and shall open out in about 8 to 10 days. The stone we are breaking in the shaft is rich in mineral and hardly a piece of quartz comes up without showing gold. The sensation of this field is the uncasing of a phenomenally rich vein on the line of this hole in the 2 acre lease further up in the creek, wide plan, called Fliskerton's lease, about a depth of 150 feet some time since. At a depth of about 50 feet they struck a reef 18 inches wide, and the quartz they have brought to town is worth quite 20 cents to the ton in small pieces, but big chunks. The quartz is identical with our Zulu ore, but the main importance for our company lies in the fact, that they are getting this rich gold close to our boundary, from which it immediately filters into their ground, so close, that another 10 feet drive at the most will bring them into our ground; we are therefore sure of rich gold to another part of our property, and we should lose no time in sinking there also. Besides the underlie of this vein is westerly and in 50 feet, more depth it will be entirely in our ground.

*Surfaced Work.*—Excavation of office and battery excavations are proceeding. Part of the machinery in Woodstock.

## LEGAL INTELLIGENCE.

### SUPREME COURT.

#### IN SUMMARY JURISDICTION.

(Before His Lordship the Putney Judge,  
Mr. A. G. Wise.)

September 13th.

#### THE DEMURRAGE CASE.

In this case M.A.A. de Souza and Co., of Stanley Street, sought to recover from Bradley and Co., of Queen's Road, the sum of \$100 for demurrage of the steamer *Astley*. Plaintiffs claimed that defendants did not give the steamer quick despatch, the discharge not being completed until the 23rd May whilst it ought to have been completed at noon on the 21st May.

Mr. H. L. Dennis appeared for plaintiffs and Mr. Miles for defendants.

His Lordship, in giving judgment for defendants with costs, said in his opinion plaintiffs put themselves out of court by the two letters they wrote on May 21st.

#### NOTA NDA.

CALENDAR.

SEPTEMBER.

*Meteorological means based on ten years' observations to 1895.*

Barometer ..... 29.88 29.78  
Thermometer ..... 80.1 80.  
Humidity ..... 77 78  
Rainfall ..... 8.58

TO-DAY.

WEATHER REPORT.

On date at ..... On date at .....  
Barometer ..... 29.88 29.78  
Thermometer ..... 83 80  
Humidity ..... 73 87  
Rainfall ..... 8.58

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WEATHER REPORT.

On date at ..... On date at .....  
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Thermometer ..... 83 80  
Humidity ..... 73 87  
Rainfall ..... 8.58

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HITACHI MARU.....	MARSEILLES, LONDON, AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.....	FRIDAY, 16th Sept., at 4 P.M.
KANAGAWA MARU.....	KOBE and YOKOHAMA.....	WEDNESDAY, 21st Sept., at 4 P.M.
YAMASHIRO MARU.....	NAGASAKI, KOBE & YOKOHAMA.....	MONDAY, 26th Sept., at 4 P.M.
SENDAI MARU.....	VLAIVODSTOCK, via SHANGHAI, CHIENGPU, CHIENLUO, NAGASAKI, FUSAN and GENSAN.....	FRIDAY, 30th September, at Noon.
TOKIO MARU.....	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.....	FRIDAY, 30th September, at 4 P.M.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,  
Manager.

Hongkong, 13th September, 1898

(6)

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ANTIPYRINE

DR. OVERLACH'S  
MIGRAINE

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"LION BRAND."  
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.  
FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN.

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SOLUBLE CASEIN-SILVER PREPARATION.

Used to Gonorrhoea in 1 to a per cent. solution possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.

SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS!

THE NEW FRENCH REMEDY.

THE THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rosan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THE THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of structure and other serious diseases.

In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

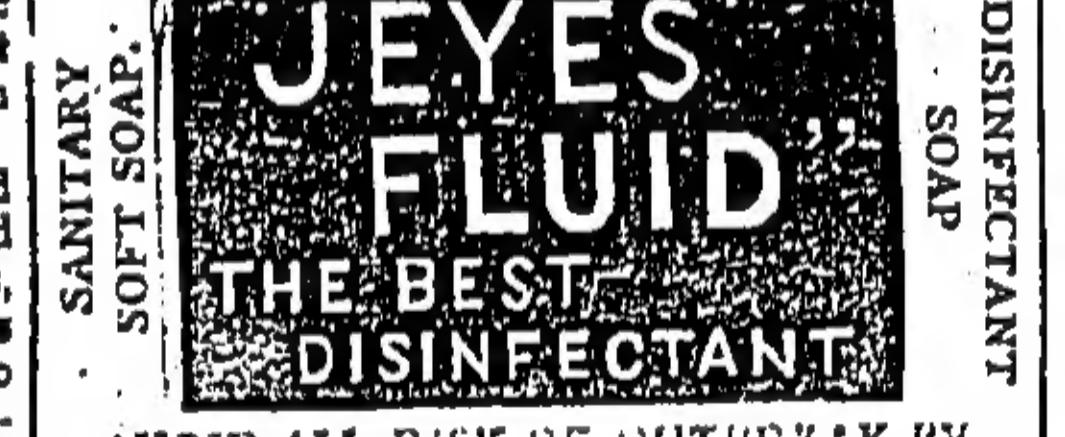
THE THERAPION No. 2, for impurity of the blood, asthenia, pleurisy, spasms, blisters, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, warfarin, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THE THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigor to the debilitated.

THE THERAPION may be procured at 2/- and 4/- per package, of the principal Chemists and Merchants throughout the world. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila.

[6]



SOFT SOAP  
DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY  
ITS USE.  
W. C. HARRIS & CO.,  
HONGKONG.

Hongkong, 10th March, 1898. [11]

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"KWEIYANG."

Captain Outerbridge, will be despatched as above on TUESDAY, the 20th instant, at 3 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 12th September, 1898. [1095]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIWUAN."

Captain Nelson, will be despatched on MONDAY, the 26th instant, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

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Hongkong, 10th September, 1898. [1087]

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Non-freezing & Ordinary Hydrometers and Street Washers.

Garden Watering Boxes and Gun-Vessel, Copper and Cast-Iron Cocks and Valves.

E. CUESNIER, E.C.P., Engineer and Cook Minr.

(Successor of ACHILLE CADET)

27, Rue des Tailleuses,

PARIS.

Hydrostatic and Massage Apparatus supplied to the Vichy Co. Vapour Baths (Berlin system).

Apply to

DUPONT, CARILLON & CO., Agents for M. OPHENHEIMER & CO., PARIS.

Hongkong, 2nd September, 1898. [1047]

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF 101 HOUSE, IN

“Le House Road.”

Is now in a position, in his New and Com-

modations Premises, to exhibit, as heretofore,

ALL PHOTOGRAPHIC ART PRACTICED

in the Colony, in any part of the Far East,

a specially.

Hongkong, 2nd September, 1898. [1048]

GROUPS AND VIEWS

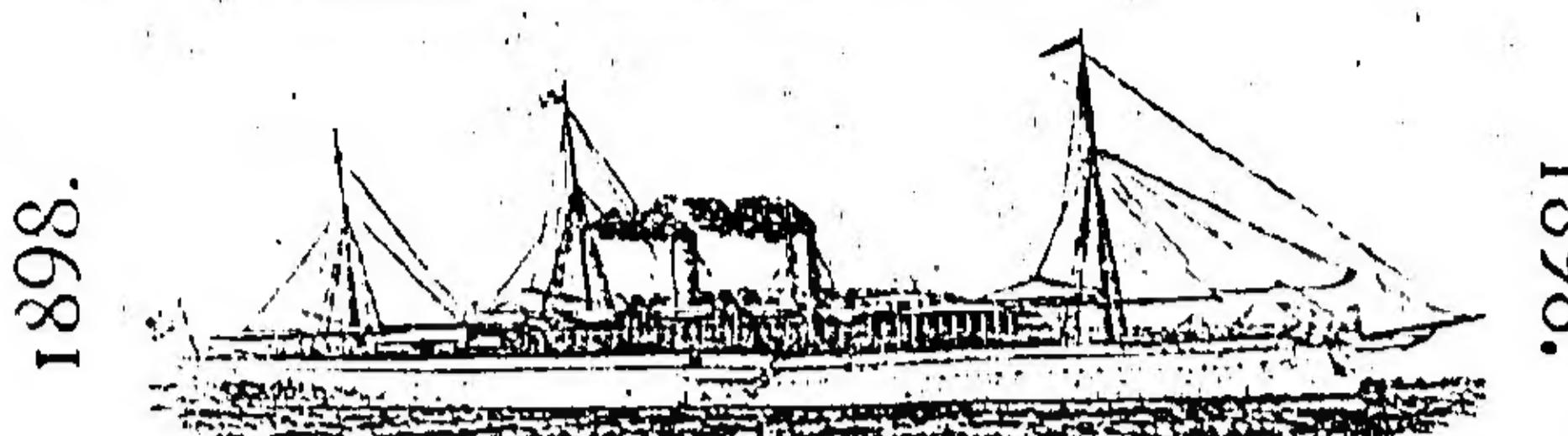
PRINTED AND PUBLISHED BY ETHELBERT FORBES SKERTCHLY, at No. 6, Foden's Hill, in the City of Victoria, Hongkong.

Hongkong, 2nd September, 1898. [1048]

1087

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.



1898.

1898.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPERESS OF JAPAN, Comdr. Geo. A. Lee, R.N.R.....WEDNESDAY, 28th Sept., 1898.

EMPERESS OF CHINA, Comdr. R. Archibald, R.N.R.....WEDNESDAY, 16th Oct., 1898.

EMPERESS OF INDIA, Comdr. O. P. Marshall, R.N.R.....WEDNESDAY, 23rd Nov., 1898.

THE magnificient Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent from the PACIFIC to the ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 1, 6, 9, and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS, the Company having received the highest award for same at recent Chicago World's Exhibition, and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,  
Hongkong, 31st August, 1898.

[3]

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA,

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY....CO.

Tacoma... | 2,549 | A. Dixon ..... | Sept. 17.

Victoria... | 3,167 | J. Truebridge ... | Sept. 27.

Olympia... | 2,603 | T. H. Dubon ... | Oct. 22.

Columbia... | 2,605 | A. Gow..... | Nov. 1.

ALSO

FOR PORTLAND, OREGON,

IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

..... | ..... | ..... | Oct. 1.

Bremar... | 3,601 | E. Porter ..... | Nov. 5.

THE ATTENTION of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Table, DOCTOR and STEWARDESSE carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to Europe may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £38.

Rates of Passage to other Ports on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in Quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whatever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to

DODWELL, CARLILL & CO., General Agents.

Hongkong, 5th September, 1898. [14]

NORTH GERMAN LLOYD.

Shipping.

HAMBURG  
AMERICA LINE.  
(East Asiatic Service.)

(Taking cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG,  
SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.